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of the philological problems of this province of Southeast Polynesia. His treatment of the problem of Melanesian traces in the Tuamotu is both simple and convincing. Altogether, this little volume is the most valuable of all the works dealing with this ultimate attainment of the great migration movement of the Polynesian race.

WILLIAM CHURCHILL.

EUROPE

Transportation in Europe. By Logan G. McPherson. vi and 285 pp. Map. Henry Holt & Co., New York, 1910. \$1.50. 7½ x 5.

During recent years the author has published two informing books on "The Working of the Railroads," and "Railroad Freight Rates." In the same clear, forceful style he here presents the salient facts concerning the transportation systems of Europe.

In his introduction he points out that the United States should be compared with all Europe, and not with single countries; that our need for railroads is much greater than Europe's because of our lack of peninsulas and inland seas and of improved inland waterways; and that our industrial status is such as to encourage great transportation enterprises.

Two chapters recount the history, cost of construction, and maintenance, ownership and administration of the roads, canals and railroads of Europe, country by country. The occurrence of three or four classes of passenger rates is explained as a consequence of social classes and not an adjustment to purses. The chapter on "International Rail Traffic" shows how traffic and rates have been adjusted to physical and political barriers. In this chapter, as in others, comparisons with American conditions add greatly to the comprehension of the problems.

Discussing the comparative usefulness of inland waterways and railroads, the author says the waterways have not increased in mileage in thirty years, while the railroads have about doubled. Railroads can operate all the year; waterways are inactive in frozen winter and in dry summer. Railroads pay heavy taxes to the governments and supply millions of dollars worth of free transporting for them; water craft pay small tolls on artificial waterways, but nothing on natural routes, and they never render any government aid. Railroads are limited in their rates for traffic, but water craft may charge what the traffic will bear. The government favors the waterways. In spite of all these advantages, waterways and water craft are continually losing ground in Europe. All concede that European railroad traffic is not so good as American. A long closing chapter is devoted to transportation in England.

G. D. HUBBARD.

Géologie du Bassin de Paris. Par Paul Lemoine. ii and 408 pp. Maps, ills., bibl., index. A. Hermann & Fils, Paris, 1911. 15 frs. 10½ x 7.

The Basin of Paris is classic ground in geology, because it is the first region of Europe which underwent scientific examination through such scholars as Alexander Brogniart, Cuvier, Lamarck and Deshayes. While the first named examined the ground geologically, Cuvier, Lamarck and Deshayes made the first researches of the vertebrate remains and of the moluscan fauna of the territory. The basin is a syncline, in which, after the Triassic period sedimentation set in and continued to the Tertiary. The latter is characterized by three stages: Bartonien (upper Eocene), Lutétien (middle Eocene) and Yprésien (lower Eocene). The formations consist of fossiliferous sands, sandstones and limestone. The gypsum of Montmartre formerly classified in the upper Eocene, is now referred to the Oligocene. The shales above the gypsum with *Linnaeus strigasus*, the so-called *Marnes supragypseuses*, as well as the Cyrene-marls with *Cyr. convexa*, *Cerith. plicatum*, etc., and the fresh-water lime of the Brie with *Planorbis*, *Linnaeus*, etc., are now placed in the lower Oligocene.

Beginning in middle Oligocene time, the Paris Basin was again overflowed by the sea, which extended in that period even farther south than during the Eocene. Near Paris the so-called "oyster shales" ("*marnes à huîtres*") were formed, with *Ostrea cyathula*, etc. To the upper Oligocene finally belong the

millstone ("meulières") of Villers-Catterets, Montmorency, etc., and the lime of the Beauce, both fresh water formations, with numerous species of *Linnaeus*, *Planorbis*, *Paludina*, etc., and remains of *Anthracotheurium*, *Aceratherium*, etc. The remains of *Palaeotherium magnum* and *medium*, *Anaplotherium commune*, *Xiphodon*, etc., first described by Cuvier, are, however, found in the main strata of the Paris gypsum.

The treatise by Lemoine gives a complete history of the Paris Basin, geologically as well as paleontologically. A general introduction will help those who are not familiar with the technical terms to understand the larger part of the rocks. Numerous illustrations and maps elucidate the text.

CHARLES L. HENNING.

OTHER BOOKS RECEIVED

NORTH AMERICA

RECOLLECTIONS OF ELIZABETH BENTON FRÉMONT, daughter of the Pathfinder General John C. Frémont and Jesse Benton Frémont his wife. Compiled by I. T. Martin. 184 pp. Ills. Frederick H. Hitchcock, New York, 1912. \$1.25. 7½ x 5. [Reminiscences which impart the human touch to many of the important events that occurred between the Atlantic and Pacific Seaboards during the latter half of the Nineteenth century.]

MAMMOTH CAVE OF KENTUCKY. With an Account of the Colossal Cavern. Revised Edition. By Horace Carter Hovey. iv and 131 pp. Maps, ills. John P. Morton & Co., Louisville, 1912. \$1. 8½ x 6. [The standard history and description of Mammoth Cave.]

NEW ENGLAND AND ITS NEIGHBORS. By Clifton Johnson. xv and 335 pp. Ills. The Macmillan Co., New York, 1912. \$1.50. 7½ x 5½. [A study of the rural aspects of national life in the New England states, New York and Pennsylvania.]

WHITE MOUNTAIN TRAILS. Tales of the Trails to the Summit of Mount Washington and other Summits of the White Hills. By Winthrop Packard. xiv and 311 pp. Ills., index. Small, Maynard & Co., Boston, 1912. 8½ x 6. [A delightful account of mountaineering in the East. Abounds in charming descriptions.]

WEST INDIES

Memoria de la Administracion del Presidente de la República de Cuba Mayor General José Miguel Gómez. Durante el Periodo Comprendido entre el 1° de Enero y el 31 de Diciembre de 1910. 501 pp. Maps, ills. Secretaria de Estado, Havana, 1911. 9½ x 6½. [A systematic account of Cuban progress during 1910.]

SOUTH AMERICA

THE INDEPENDENCE OF CHILE. By A. Stuart M. Chisholm. 330 pp. Sherman, French & Co., Boston, 1911. \$1.50. 8½ x 5½. [A record of the Spanish Colony and the events that led to its independence.]

AFRICA

EGYPT. As Described by Great Writers. Collected and edited by Esther Singleton. xii and 357 pp. Ills. Dodd, Mead & Co., New York, 1911. \$1.60. 8½ x 5½. [These sketches give an excellent idea of present day Egypt and its inhabitants. The ever recurring contrast between the Old and New is well set forth. The selections are all from the writings of notable observers.]

NATAL PROVINCE. Descriptive Guide and Official Hand-Book. Edited by A. H. Tatlow. xi and 574 pp. Maps, ills., index. South African Railways Printing Works, Durban, Natal, 1911. 7s. 6d. 10½ x 7½. [A good account of present day Natal preceded by a short historical sketch.]